The Hong Kong Telegraph.

No. 118.] HONGKONG, SATURDAY, OCTOBER 29TH, 1881. [PRICE—$16 PER ANNUM.

Shipping.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, should sufficient inducement offer, and taking through cargo to New Zealand).

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "MENMUIR,"

will be despatched as above, on or about the 15th November.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 29th October, 1881.

HONGKONG FLOWER SHOW.

The ANNUAL EXHIBITION of the HONGKONG HORTICULTURAL SOCIETY will be held on THURSDAY and FRIDAY, the 15th and 16th February, 1882.

In connection with the Flower Show will be held a POULTRY SHOW, and Prizes will be offered for classes of Fowls, Geese, Ducks, Turkeys, and Pigeons.

For the Schedule of Prizes and Rules, apply to
CHARLES FORD,
Honorary Secretary.
Hongkong, 28th October, 1881.

Intimations.

TUITION IN THE FRENCH LANGUAGE,
by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.
ARNHOLD KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, OARS ROWLOCKS, and everything complete. The boat is suitable for a House Boat or Captain's Gig.
Apply at the office of this Paper.
Hongkong, 18th October, 1881.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE AGENTS.
RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS.
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

Intimations.

PHOTOGRAPHY.

BARON STILLFRIED, Photographer to the Austrian Court, will REMAIN HERE for Six WEEKS or Two MONTHS. He has now OPENED a STUDIO next door to the new Chartered Bank Building, and invites an Inspection of his Collection of PHOTOGRAPHS, PHOTO-CRAYONS, and WATER COLOURS.

Hours from 10 to 1, and from 2 to 4. PORTRAITS, GROUPS, or OUTDOOR WORK, taken, up to the Largest Size.
Hongkong, 27th October, 1881.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER always on hand.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE (muzzle-loading), Patent Snap Action, Twist Barrels, side-action Locks; in leather case, with Shot Pouch and Powder Flask. Price, $10.
Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS AND AUCTIONEERS.

IMPORTERS OF PARISIAN GOODS, SPANISH WINES, AND GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED COSTUMES, from the first houses in Paris.
Elegant Dressing & Morning GOWNS.
BATHING DRESSES in the latest Style.
MUSLIN SHAWLS, CRAVATS, and FICHUS.
An assortment of Fine FRENCH CORSETS.
Ex recent Mail Steamers.
Ladies' and Children's STRAW HATS in great variety.
PARASOLS and UMBRELLAS.
RIBBONS and SASHES of every description.
Silk and Lisle Thread STOCKINGS.
COLLARS and CUFFS in latest Fashions.
SATIN and KID SHOES.
White and Colored KID GLOVES.
Gentlemen's SILK and SATIN SCARVES.
French BOOTS and SHOES.
A large collection of Elegant Articles suitable for presents, from the Grand Magasins du Louvre.
Piesse & Lubin's Celebrated PERFUMES.
The most varied collection of Fancy Goods in the Colony.
SHERRIES of the Finest Quality at extremely low prices.
Note the address, 48, Queen's-road Central.
Hongkong, 15th June, 1881.

NOTICE.

I Have this day established myself as Merchant and General Commission Agent, under the style of W. G. HUMPHREYS & Co.
W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.
For the MEEKEE GODOWN Co.,
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

Intimations.

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42, QUEEN'S-ROAD, CENTRAL, 42.
Importers of WATCHES, CLOCKS, MUSICAL BOXES, MARINE and EYE GLASSES, in great varieties, and General Goods.
N.B.—Watches carefully repaired at moderate rates.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors, English & American Billiards.
Tiffin at One o'clock.
Dinner at 7.30.
This Hotel is most centrally situated and within easy distance of the principal landing places.
J. COOK,
Proprietor.

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BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

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CHRONOMETER, WATCH, AND CLOCK-MAKERS,
Jewellers, Silver-smiths, and Opticians.
Charts and Books.
Nautical Instruments.
Sole Agents
for *Louis Audemars'* Watches; awarded the highest Prizes at every Exhibition;
and for *Voigtländer* and *Sohn's* Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

Afong, Photographer,

HAS A LARGER COLLECTION of VIEWS than any other in CHINA.
Miniatures Painted on Ivory from $7.

Oil Paintings on Canvas from $5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of
D. K. GRIFFITHS,
Studio 8, Queen's-road.

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WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
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D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON AERATED WATERS,
AND GENERAL AGENTS.
7, *Beaconsfield Arcade.*

A. MILLAR & Co.,

PLUMBERS, GASFITTERS, COPPERSMITHS, AND BRASS-FOUNDERS, OFFICE AND WAREROOM FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST. WORKS—SPRING GARDENS, WANCHAI

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

For Sale.

KELLY & WALSH

HAVE JUST LANDED, in very FINE CONDITION, AMERICAN CIGARETTES.

CAPORALS,
SWEET CAPORALS,
HALF CAPORALS.
} In boxes of 500 for $4.00.

TURKISH CIGARETTES, ODESSA CIGARETTES, MALTESE CIGARETTES.

CIGARETTE PAPER.
JOB, PAPIER PERSAN.

Also on hand HAVANA CIGARS of the very BEST BRANDS.

MANILA CIGARS AND CHEROOTS.
PRINCESSAS, in boxes of 500.
CAVITES, in boxes of 500.
LONDRES, in boxes of 100.
VEGUEROS, in boxes of 100.

PENANG CIGARS.
GENERAL PELS, in boxes of 100.

TOBACCOS.
HAPPY THOUGHT.
GOLDEN EAGLE.
STAR MIXTURE.
DOLLAR BRAND.

TURKISH CIGARETTE TOBACCO.
SAMSON, in 1 lb. and Half-pound Tins.
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KELLY & WALSH, QUEEN'S ROAD.
Hongkong, 29th October, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,
Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.
CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.
De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.
CLARET in WOOD.
CHARTREUSE, CURAÇOA, MARASCHINO.
Price list on application.

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NEW GOODS.

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New Black Dress Silks.
Dress and Millinery Satins.
Coloured Plushes and Rozelles.
Ladies' and Children's Merino Hose.
Two, Four, Six, and Eight Button Kid Gloves.
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Scrap Albums.
Relief Pictures for ditto.
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Ex Glenorchy.

New Costume Tweeds for Dresses.
A splendid variety in Winter Dress Goods.
Ladies' Braided and Embroidered Felt Skirts.
Scotch Plaids in every Pattern.
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Specialities in Silk Scarves.
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Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.

VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.
Hongkong, 17th October, 1881.

BY SPECIAL APPOINTMENT TO
H.E. THE GOVERNOR OF HONGKONG,
AND TO
H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,
Next door to the Chartered Bank of India, Australia, and China,
Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.
VENETIANS, CASSIMERES.
MELTONS, French, and West of England COATINGS.
SUITINGS, VESTINGS, and TROWSERINGS.
Black, Blue, and Brown BEAVERS.
ELYSIANS, French WITNEYS.
NAPS and PILOTS for OVERCOATINGS.
Irish FRIEZES for ULSTERS, in all the leading Colours.
The Outfiting Department is well assorted in everything requisite for the coming Season.
All Orders executed promptly, a PERFECT FIT guaranteed.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
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Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
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GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

SHIPS' MEDICIENE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
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SHANGHAI PHARMACY,
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CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 29TH OCTOBER, 1881.

WITH further reference to the Hongkong Racecourse, judging from past experiences, it may be safely concluded that any alterations or improvements which may be required, cannot now be attended to until after our next races. It is therefore more with a view of getting the subject well ventilated, so that a start can be made early next summer, rather than with the hope of any immediate attention being paid to the state of the course, although the necessity for immediate action is only too apparent, that our present observations are penned. We have no hesitation whatever in asserting that a great deal of good could be done at once, and at a very trifling cost, if taken in hand by an active and energetic man who knows something about racecourses, and who would be willing to devote some time and attention to the work; but as the Stewards have neither the time nor the inclination to bother themselves with troublesome details, they will doubtless prefer following out their usual policy of masterly inactivity, by leaving the Racecourse to look after itself.

Hongkong is lucky in the possession of such a racecourse as that in the Wong-nei-chong Valley. We can fairly lay claim to some practical knowledge of, and acquaintance with racecourses both at home and abroad, and we have no hesitation whatever in pronouncing the Happy Valley one of the most admirable tracks—for pony racing—we have ever seen. We are not alluding to the formation of the course, which has many radical defects easily discernible to the practised eye, but to the nature of the running track, the excellent character of the soil. In all kinds of weather, and at every season of the year, the track affords fairly sound going, and when we remember that it is allowed to look after itself from March to November, we can only wonder, and feel gratified that its condition, considering our heavy summer rainfall, is so satisfactory. Owners of race-ponies, and other gentlemen officially and generally interested in the welfare of the sport, when spoken to on the subject of the very inefficient manner in which the course has been looked after, will usually reply that the trouble and expense of keeping the whole place in good order, are too heavy to be borne by the Race Fund, and the gentlemen who are kind enough to undertake the management of our racing concerns. That a work of this kind would cost money, and occupy a good deal of time is undoubted, but the requirements in both instances have been greatly over-estimated and grossly exaggerated. If the Race Stewards cannot see their way to actively moving in this matter, and are willing to honour us so far we shall be glad to undertake the work and responsibility attached to the duty of getting the race-course put into something like decent order, without asking the Race Fund for a single dollar. We have personally large interests at stake in having this work properly carried out, and feel perfectly assured that we could raise in a single day among the other patrons and admirers of the sport in Hongkong, a sufficient amount to defray the entire cost of all requisite alterations and improvements. We make this offer in the pure interests of sport, and with the sole wish and desire to improve our race-course to such an extent that owners from Shanghai and the Coast Ports will no longer fear to send down their valuable ponies to meet our "cracks" on our own ground. It is admittedly the bounden duty of all racing executives to do everything possible to make the sport as great a success as circumstances will admit. There can be little doubt that we should have more foreign owners, and consequently far greater competition at our annual meeting if the racecourse did not have such a bad name; therefore it would appear to be a good stroke of policy to endeavor to remedy the defects as far as possible, and thereby induce the leviathans of the north to overcome their prejudices, and favour us with their patronage at our yearly carnivals. The aim is a creditable one, and worth attaining, and will undoubtedly receive the support of all true sportsmen. It rests with the Stewards whether they will stand perfectly passive as in bygone years, contented to allow the state of the course and other important questions to remain *in statu quo*, or promptly recognise the necessity for action, and move forward with the times.

The assumed great expense of renovating the racing track, and keeping it in good order, has hitherto proved an excellent excuse for no steps having been taken to effect the slightest improvement. As we have already stated, this estimated expenditure has been grossly exaggerated: but in any case with so many public spirited and wealthy sporting gentlemen in our colony, the necessary funds would most certainly be forthcoming. The trouble involved in this work, although doubtless very great, has also been much over-estimated. The climate and hardness of the ground are the two great difficulties we have to contend against in keeping a racecourse in good galloping order. Captain Horace Hayes tells us in his excellent work on *Horse Training and Management*, that racing tracks in India, on ordinary soil, having generally a substratum of *kunkur*, require constant manuring and picking up to keep them in order. This is so expensive that Clerks of Courses are generally satisfied if they can manage to keep a track four yards broad in good going order all the year round. It is customary in India just before the closing of the rains to take advantage of the soft ground and plough it up. To plough and harrow a course one mile in length and forty feet in breadth is estimated to cost thirty rupees. If the ploughing be delayed until the sun has baked the soil, the use of the pick-axe will be necessary. As one coolie can pick up and pulverise from 40 to 60 square feet of ordinary hard, sun-baked soil per day, the expense of going round a seven furlongs track would not amount to a great deal. Litter, manure, or straw should be laid down as soon as the picking is finished, so as to amalgamate with the soil. The only expense for manure in Hongkong would be cartage and coolie-hire.

The above method is that ordinarily employed on all race-courses, and no doubt in some places it would prove rather expensive. However, there is no pressing necessity for such extensive alterations to the course at Wong-nei-cheong. The substratum of our course is of such a character that the turf need never be allowed to become so hard as to jar the joints and suspensory ligaments of a pony going at full speed; nor, on the other hand, even in the most rainy weather, saving under very exceptional circumstances, does it ever become the dismal swamp which our Shanghai friends raced over last spring. We have seen the track wretched enough in all conscience, White Velvet's Derby day to wit, but with one night's freedom from rain, there is invariably good sound going the following day.

That we have a splendid racecourse at our disposal must be conceded on all sides; that a very large proportion of ponies annually break down during their preparation has unfortunately become a matter of history, and that these, alas, too numerous mishaps may be safely attributed to the defective state of the track will be generally admitted by those acquainted with the subject. Let us in the first place discover the defects, and then suggest the most likely remedy. As our space will not permit us to deal with an important question like this, as it ought to be dealt with, we will embody our observations and suggestions in a special article which will appear in our next issue.

The Royal Princes arrived in Yokohama on the 21st. It still remains an open question whether they will visit Shanghai.—*Courier.*

An Emergency Lodge of United Service No. 1341 will be held this evening at eight o'clock precisely. Visiting brethern will as usual be made cordially welcome.

The company of the Royal Inniskilling Fusiliers which has just finished its course of musketry instruction at Kowloon will be relieved during the day by E company, under the command of Captain Thackeray.

Her Majesty's Government have informed H.E. the Governor, that the young Princes will probably spend Christmas Day in Hongkong. The Detached Squadron is expected to arrive here about Friday December 23rd.

There have been in the past, as well as in the present age, visionary authorities predicting the end of things terrestrial. We find that as far back as the fourteenth century, an Italian author, Aretino, definitely set down the occurrence of the cataclysm to November 15, 1881—a rather singular coincidence with Mother Shipton's later prophecy!

According to the telegraphic news from London, dated the 27th instant, "Ireland is calming down." That information may possibly have some special significance which we, isolated beings, are not in a position to understand, but in the face of recent telegrams as to the actual state of affairs in Ireland, we are not inclined to place much faith in the vague expression "calming down."

As previously announced a bazaar in aid of the Baxter Chinese Girls' School was held in the City Hall yesterday afternoon. The various articles exhibited were artistically arranged on the various stalls, in charge of a number of ladies well wishers of the institution. The Band of the Royal Inniskilling Fusiliers was present throughout the afternoon, and enlivened the proceedings wonderfully. A fairly large number of residents, including Lady Hennessy, patronised the bazaar, which we are glad to learn proved a gratifying success.

Interested competitors are reminded that the entries for the forthcoming regatta in connection with the Victoria Recreation Club, will close at the Club House on Monday, the 31st inst. A good deal of surprise and disappointment have been expressed at a report which has been current to the effect that Scotland will again have no representative crew in the International Race. It is not yet too late for a crew to be formed, and we earnestly hope that rowing men hailing from north of the Tweed, will come forward on Monday and make up a team for this interesting event.

Amongst the passengers by the P. and O. steamer *Khiva*, from Shanghai, we notice the name of Mr. E. McKean.

The American ship *Helicon* will take the place of the British bark *Velocity* in Kowloon Dock this afternoon. The German ship *Wega* goes to Aberdeen to-morrow.

The following telegram, taken from a Shanghai paper, has not been published here:—"London, 20th October. —The Land League has been proclaimed illegal and all meetings will be forcibly dispersed."

The *Shanghai Mercury* of the 25th inst. says that "the *Nouveau Mondelli* left Keelung on the 17th September. We regret to say nothing has been heard of her since, and fears are entertained for the safety of the crew." This vessel is a British bark of 384 tons, commanded by Captain Stegeman.

The British steamer *Glenorchy*, Captain Quartly, which arrived here this morning, reports left Foochow at noon on the 27th and experienced a terrific gale from the N.E. with tremendous sea running, the ship rolling and straining fearfully, which continued till the morning of the 28th; at noon passed Lamock Island, from thence to port light W.N.W. breeze and cloudy weather.

The British steamer *Pernambuco*, Captain Hyde, which arrived here today from Saigon, reports having passed the Formosa Bank Lightship on the 24th inst., off Cape Varela, bound south, which vessel left here on the 20th. Captain Hyde reports light Southerly winds to 14 N., and thence to port moderate northerly winds with a strong southerly current.

Another interesting item wired from home is to the effect that the offices of the Land League in Dublin have been closed. As we were duly informed on the 19th instant that the head-quarters of the League had been transferred from Dublin to Liverpool, there evidently is a great scarcity of news at the disposal of the enterprising telegraphist just now.

The decision of the British Government at the Cabinet Council held on the 13th instant on the subject of the Transvaal Convention appears to have brought the Boers to their senses in double quick time. In spite of all their threats and protestations the Transvaal Volksraad has found it convenient, according to a late cablegram, to ratify the Convention by an unanimous vote. What will the most noble the Marquis of Salisbury say now?

By advices received in England by a recent Cape mail, Capt. D'Arcy, V.C., who distinguished himself during the Zulu war, is reported to have mysteriously disappeared. The special magistrate at Keiskama Hoek, near King Williamstown, where he was last seen, sends intelligence that, having now thoroughly searched all the country in his neighbourhood, he relinquishes with regret any further search for Captain D'Arcy, believing it to be hopeless.

Writing on the late shooting accident in the north, Shanghai papers, to hand this morning, say:—With regard to the recent fatality at Nahdo, we learn to-day that it is reported from Chinkiang that news had been received there of the settlement of the affair by a pecuniary indemnity, and that Messrs. Hayllar and McKean were to have left Chinkiang on the 20th instant, and may be expected to arrive in Shanghai to-day. From latest news received by steamer this afternoon, the above statement is corroborated, but it was understood in Chinkiang that the gentlemen would come down to Shanghai overland.—*Courier.* It was reported from Chinkiang yesterday morning that the shooting-affair had been settled by a pecuniary indemnity. Messrs. Hayllar and McKean arrived in Shanghai during the afternoon, and a report has since been current that the amount paid was about seven hundred dollars. We have heard of a very much larger sum being extorted for an accident less serious in its results.—*N. C. Daily News.* Messrs. Hayllar and MacKean have returned from up-country. Our readers will recollect that one of these gentlemen killed two and wounded one Chinamen by the accidental discharge of his fire-arms. The relatives demanded $2,000 as compensation, but they settled the matter by paying $700 to the families of the deceased.—*Mercury.*

CANTON INSURANCE OFFICE.

The annual general meeting of the shareholders in the Company was held at the office of Messrs. Jardine, Matheson & Co., general agents, yesterday afternoon. There were present—Messrs. F. B. Johnson (Chairman), P. Ryrie, F. D. Sassoon, W. H. E. Darby, H. G. James, H. L. Dalrymple, A. T. Manger, E. F. Alford, and D. Ruttunjee.

The Chairman said—Gentlemen, we have asked your attendance to-day in order to present you formally with the report of the General Agents and the Consulting Committee and a statement of accounts for the year 1880, which have already been published in the papers and circulated amongst the shareholders. I regret to say that the results of the working account have not proved to be so satisfactory as the excellent collection of premia and the steady support we received led us at one time to expect they would be. Unfortunately, towards the close of last year, some very heavy—and I am happy to believe exceptional—losses fell upon us, which have seriously reduced the amount which the report laid before us last October led us to anticipate. There will be, therefore, I am sorry to say, no other dividend than that distributed in June last. But I am very happy to see from figures which Mr. Alford has prepared and laid before me, that notwithstanding we only return 15 per cent. to contributing shareholders, the average return to contributors for the last five years has been from 24 to 25 per cent.—nearly 25 per cent.—and in this respect we stand second in the list of local offices. I hope that this statement will, on the whole, be satisfactory to shareholers. As regards the accounts for the current year, I have a much more satisfactory story to tell. At this time last year the open statement for the year 1880 showed a credit balance of $294,702.66. This year, after making allowances for all known losses, the amount is $385,098.39. Unless, therefore, we should have a repetition and a succession of such losses as we experienced last year, and in fact a much larger number of them we shall have a very successful year. I now beg to move that the report and accounts as laid on the table be accepted and passed.

Seconded by Mr. Dalrymple and carried unanimously.

On the motion of Mr. James, seconded by Mr. Ruttunjee, the present Consulting Committee, consisting of Messrs. P. Ryrie, Manger, Sassoon, Dalrymple, and Darby were reelected.

Mr. Sassoon, proposed and Mr. Ryrie seconded that Messrs. A. P. MacEwen and H. Smith be re-elected auditors, which was carried.

The Chairman—Before the meeting separates I have to make an announcement which I hope will meet with the approval of the shareholders and supporters of the office. For a long time past it has been obvious to the General Agents and the Committee that the number of shares at their disposal has been quite inadequate to meet the demand for them. We have many applications for shares in our possession which it is very desirable in the interests of the office we should allot, but which we are unable to grant. On the other hand, there is a growing feeling that the unlimited liability to which shareholders are exposed is unsatisfactory, and we have lost business, especially in England, among those who would be supporters of the office but for the undefined risk which the holding of a share imposes upon its proprietor. Under these circumstances the General Agents and the Consulting Committee have come to the conclusion that the time has arrived for a reorganization of the Company, and the bases of the reorganization we propose are: limitation of liability with adequate reserve of unpaid capital, accumulation of a reserve fund, wider distribution of shares, and a permanent office. The question of the division of profits is one which the Committee have not yet made up their minds upon, and we must wait for written communications from London, which we shall receive next month, before our proposals in this respect can be formulated. We should have been glad if the entire scheme could have been laid before this meeting, but this has not been found possible, and it is our intention to summon an extraordinary meeting of shareholders next month, when our

definite proposals will be submitted, and in the meantime a prospectus giving in detail a statement of the proposed changes will be shortly prepared and circulated among the shareholders. It is very desirable that the re-organised Company should commence business on the 1st January next, and we are advised that to make the proposed changes in the constitution it will be necessary to wind up this old company and form a new one under the Limited Liability Act of this Colony. Gentlemen, the Canton Insurance Office was founded in 1836, and for a period of nearly half a century it has enjoyed uninterrupted prosperity. We are about to make a break in its history, to make a new departure in some parts of its organization, not however I trust to lead to any solution of continuity in the matter of its profits. On the contrary, we feel assured that if you will continue to your Committee and the General Agents the confidence you have so long reposed in us, and that hearty support to which we are mainly indebted for the results we have achieved, we shall have in the future a career of as great success as that which we are proud to look back upon over the past.

A vote of thanks to the Chairman conclude the proceedings.

THE FATAL ACCIDENT AT THE SOOKUMPOO MARKET.

The inquest on the body of the coolie who was killed by the fall of part of Sookumpoo Market was resumed yesterday afternoon at the Magistracy before Mr. H. E. Wodehouse, Coroner, and a jury composed of Messrs S. S. Lowe, J. J. Hughes, and J. Lants Mr. S. G. Bird, architect and Surveyor, who had been appointed to inspect the scene of the accident, and the buildings of the Sookumpoo Market, was examined, but as his evidence will be found in subjoined official report, we need not recapitulate it here. After the Coroner had briefly summed up the jury returned the following verdict:—Accidental death caused by the pressure of the wind upon the roof of the Sookumpoo Market when one of the tie beams was eaten by white ants. We think that there should have been a more careful inspection, and we also think it advisable that the attention of the Government should be drawn to the other two tie beams which have been attacked.

The following is the report of Mr. Bird's inspection:—

Marine House, 28th October, 1881.

SIR,—In accordance with your request, contained in your letter of 25th inst., I have carefully examined the building used as the Sookumpoo Market, and I find the premises to consist of two long sheds with open wooden roofs, the ends of each truss in the roofs being supported on square stone pillars. A covered passage was between the two sheds.

The late accident appears to have been caused by one end of the tie beams in the roof of the northern shed being eaten by white ants, and its bearing being destroyed, the whole truss fell, bringing down with it an adjoining truss two hip rafters, and all the purlins and tiles supported on the two trusses, also overturning three of the square stone pillars, as shown on plan in accompanying sketch. The sketch in section also shows the position of the truss previous to the tie beam breaking.

To a larger scale, I have drawn the end of the tie beam, showing the manner it broke, and how it had been fixed on to the stone pillar.

This drawing shows the end of the tie beam had been previously weakened by being cut, and its thickness reduced from 6 inches to 3½ inches in order to form a kind of tenon to go through a stanchion supporting the small roof over the passage. It had also been weakened by the holes bored for three iron bolts passing through as shown on sketch. All the other beams in the roof appear to be weakened in like manner on the side adjoining the passage. The tops of the stone supports only measure eight inches square which allows of a bearing too small for a roof of some 25 feet span. As regards the present state of repair of the remaining part of the building, I think two other beams in the northern shed are in a dangerous state, being injured in an exactly similar manner to the one already fallen. These two beams have had wooden shores placed under them, otherwise they might fall at any moment.

In the southern shed I find white ants have commenced attacking two beams but so far the injury done to them is not serious.

I have the honour to be sir, your obedient servant. S. GODFREY BIRD.

PROPOSED CONSTITUTION FOR JAPAN.

The Japan *Weekly Mail* publishes the following Imperial Decree relating to the proposed Constitutional Government for Japan:—

We, sitting on the Throne which has been occupied by our Dynasty for over 2,500 years, and now exercising, in our own name and right, all the authority and power transmitted to us by our ancestors, have long had it in view gradually to establish a constitutional form of government, to the end that our successors on the Throne may be provided with a rule for their guidance.

It was with this object in view that, in the 8th year of Meiji, we established the Senate, and in the 11th year of Meiji authorized the formation of Local Assemblies, thus laying the foundation for the gradual reforms which we contemplate. These, our acts, must convince you, our subjects, of our determination in this respect from the beginning.

Systems of government differ in different countries, but sudden and unusual changes cannot be made without great inconvenience.

Our ancestors in Heaven watch our acts, and we recognize our responsibility to them for the faithful discharge of our high duties, in accordance with the principles, and the perpetual increase of the glory, they have bequeathed us.

We therefore hereby declare that we shall, in the 23rd year of Meiji, establish a Parliament, in order to carry into full effect the determination we have announced; and we charge our faithful subjects bearing our commissions to make, in the meantime, all necessary perparations to that end.

With regard to the limitations upon the Imperial Prerogative, and the constitution of the Parliament, we shall decide hereafter and shall make Proclamation in due time.

We perceive that the tendency of our people is to advance too rapidly, and without that thought and consideration which alone can make progress enduring, and we warn our objects, high and low, to be mindful of our will, and that those who may advocate sudden and violent changes, thus disturbing the peace of our realm, will fall under our displeasure.

We expressly proclaim this to our subjects.

By command of His Imperial Majesty.

(Signed) SANJO SANETOMI,
First Minister of State.

12th day 10th Month, 14th year of Meiji. (October 12th, 1881.)

The Australian letters and newspapers received in London on the 12th inst., *via* Naples, per Orient Line steamer *Cotopaxi*, bear the Adelaide dates of 11th August, their transmission having thus occupied only thirty-two days, including thirty-six hours in passing through the Suez Canal. This is the shortest time in which mails from Australia have yet been delivered in London.—*London and China Express.*

President Lincoln once met a negro on the deck of a steamboat, who illustrated the lines, "He that fights and runs away, will live to fight another day." The President, finding the negro had served in the regiment that suffered severely at the battle of Fort Donelson, asked if he was in the fight. The coloured man owned he had had a taste of it, and then the following colloquy ensued:—"Stood your ground, did you?" "No, sah; I runs!" "Run at the first fire?" "Yes, sah, and would hab run soona had I known it was comin'." "If our soldiers were all like you, traitors might have broken up the Government without resistance." "Yes, sah; dar would hab been no help for it. I wouldn't put my life in de scale 'against any goberment dat eber 'zisted, for no goberment could make up de loss." "Do you think your company would have missed you if you had been killed?" "May be not, sah; a dead white man an't much to these sogers, let alone a nigga, but I'd hab missed myself, an' dat was de p'int wid me!"

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

Banks have been in some demand since our last issue although the business actually transacted has not been of a very extensive character. A number of shares changed hands during yesterday afternoon at 112 per cent. premium; and at 114, without business at any intermediate price, some transfers have been effected this morning. The stock is now quoted at 114, with sellers anxious to come to terms. Docks still occupy the same position so far as rate is concerned; but it would appear to us that the "bears" are for the time satisfied, so that we may expect something like a genuine and reliable market for these shares during the next few days. We have to report a few sales at 30 per cent. premium, but sellers have apparently exhausted the purchasing commissions, so that a reduced rate, and a healthier tone, would appear to be inevitable immediately after the monthy settlements. Sugars are firm at 160, but nothing has been done since we last wrote. Both Steamboats and Hotels are very quiet, while Fire and Insurance shares remain *in statu quo*.

SHARES.

Hongkong and Shanghai Banking Corporation—114 per cent. premium, Sales, & Sellers.
Union Insurance Society of Canton—$1,650 per share.
China Traders' Insurance Company—$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtsze Insurance Association—Tls. 330 per share.
Chinese Insurance Company—$307½ per share, sellers.
Man On Insurance Company, Limited—$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$950 per share, Sellers.
China Fire Insurance Company—$275 per share.
Hongkong and Whampoa Dock Company—30 per cent. premium, Sales and sellers.
Hongkong, Canton, and Macao Steamboat Company—$24 per share premium, Buyers.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—$85 per share.
Hongkong Hotel Company—$104 per share, Sales, & Sellers.
China Sugar Refining Company, Limited—$160 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Hongkong Ice Company—$128 per share.
Hongkong and China Bakery Company, Limited—350 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881 3½ per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T.	3/8½
Bank Bills, at 30 days' sight	3/8⅞
Bank Bills, at 4 months' sight	3/9¼
Credits, at 4 months' sight	3/9⅝
Documentary Bills, 4 months' sight	3/9¾
On PARIS—Bank Bills, on demand	4.68
Credits, at 4 months' sight	4.82
On BOMBAY—Bank, T.T.	223½
On CALCUTTA—Bank, T.T.	223½
On SHANGHAI—Bank, T.T.	73½
Private, 30 days' sight	74

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 28th and 29th October.

BAROMETER—	1 P.M.		29.928
Do.	4 P.M.		29.914
THERMOMETER—	1 P.M.		79.
Do.	4 P.M.		81.
Do.	1 P.M.	(Wet bulb)	74.
Do.	4 P.M.	Do.	75.
BAROMETER.—	9 A.M.		30.114
THERMOMETER—	9 A.M.		74.
Do.	9 A.M.	(Wet Bulb)	68.
Do.	Maximum		81.
Do.	Minimum	(over night)	72.

The New York correspondent of the *Troy Times* speaking of stock business, says, it may be noticed that Chemical shares have reached 1780, this being the highest quotations of any banking house in the world. When one considers that the original price of these shares was $100, the present figures show a very handsome advance. Sixty years have elapsed since John Mason originated the scheme of manufacturing chemicals, and was deeply disappointed when it proved a failure. The experiment sunk $100,000, which in those days was equal to a million at the present time. An apparent misfortune, however, often proves a real benefit, as was the case in this unsuccessful enterprise. The latter had a banking privilege which Mason determined to turn to account. He abandoned the chemical scheme, but continued the banking privilege. The capital was only $300,000, but under good management it has accumulated a surplus of $4,000,000, which is actively at work. The result is dividends of 25 per cent per quarter, and the present astonishing quotations.

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 28, KESTREL, British gun-vessel, 605, Commmander W. M. Lang, from Paracel Reefs.
Oct. 28, GREYHOUND, British steamer, 226, D. Scott, Pakhoi 23rd October, Hoihow 25, and Macao 28th, General.—Adamson, Bell & Co.
Oct. 28, MALACCA, British steamer, 1,044, H. Weighell, Yokohama, Hiogo and Nagasaki 20th October, General.—P. & O. S. N. Co.
Oct. 28, HONGKONG, British steamer, 67, Kennett, Touron 14th Oct., General.—Kwok Acheong & Sons.
Oct. 29, PRINZ HEINRICH, German steamer, 872, Hofmann, Bangkok 21st Oct., General.—Yuen Fat Hong.
Oct. 29, GLENORCHY, British steamer, 1,775, Quartly, Foochow 27th Oct., Tea.—Jardine, Matheson & Co.
Oct. 29, PERNAMBUCO, British steamer, 643, Hyde, Saigon 22nd October, General.—Melchers & Co.
Oct. 29, CASSANDRA, German steamer, 1,097, F. Ahrens, Chinkiang 24th Oct., Rice and General.—Siemssen & Co.
Oct. 29, KHIVA, British steamer, 1,506, M. De Horne, Shanghai 26th Oct., Mails and General.—P. & O. S. N. Co.

DEPARTURES.

Oct. 28, TAKASAGO MARU, Japanese steamer, for Kobe, &c.
Oct. 28, STAR OF INDIA, British bark, for London.
Oct. 28, CHINKIANG, British steamer, for Shanghai.
Oct. 28, JOLOANO, Spanish steamer, for Manila.
Oct. 29, RAJANATTIANDHAR, British steamer, for Bangkok.
Oct. 29, PLAINMELLER, British steamer, for Swatow and Amoy.
Oct. 29, ATALANTA, German steamer, for Shanghai.
Oct. 29, THE TWEED, British ship, for London.
Oct. 29, MARY L. STONE, American ship, for New York.
Oct. 29, MIRAMAR, British steamer, for Shanghai.
Oct. 29, KIM SOON HOAT, Siamese bark, for Bangkok.

PASSENGERS.

ARRIVED.

Per Pernambuco, steamer, from Saigon, 186 Chinese.

Per Prinz Heinrich, steamer, from Bangkok, 56 Chinese.

Per Glenorchy, steamer, from Foochow, Mrs. Lampert, and Capt. Brennan, for London; Master Robert Marshall for Singapore.

Per Khiva, steamer, from Shanghai, Mr. and Mrs. A. Robinson and family, Mr. and Mrs. N. G Silas, Messrs. A. E. Vaucher, E. McKean, and 34 Chinese.

Per Malacca, steamer, from Yokohama, &c., General and Mrs. Mitchell, Mr. and Mrs. Townley, Mr. and Mrs. Hunt and 5 children, Mr. McGaid, Dr. Knuland, Lieut. Swett, Messrs. Kunst, Humphreys, Thomson, Dick, 1 Indian, 8 Chinese, and 4 children.

REPORTS.

The British steamer Khiva, from Shanghai, reports strong monsoon to light variable winds.

The German steamer Prinz Heinrich, from Bangkok, reports fine weather but high swell.

The British gun-vessel Kestrel reports from Paracel Reefs, in search of wrecks; none found. Experienced severe typhoon on the 23rd inst., with loss of boats and damage to rigging.

The British steamer Hongkong reports:—Left Touron with light easterly winds and fine weather, which continued up to Hainan Straits; from thence to port had strong northerly winds and fine weather.

The British steamer Greyhound reports from Pakhoi on 23rd inst., first part had strong northerly winds; latter part with N.E. gales. From Hoihow on 25th, had variable winds; and from Macao on 28th, with light northerly winds.

The German steamer Cassandra reports:—Left Woosung on the 26th inst.; fine weather with northerly winds till Tun-ting, strong gale tremendous high sea from the North-east to Chapel Island, and from thence to harbour with fine weather and northerly winds.

The British steamer Malacca reports: From Yokohama to Kobe moderate winds and generally fine weather; thence to Nagasaki fine weather; from Nagasaki to Hongkong increasing N.E. winds on the 28th inst., had strong monsoon and thick weather; and from Lamocks to port light winds and fine weather.

MAILS.

The following mails will close:—

TO-DAY, 29th October,—

For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per Gaelic, at 2.30 p.m. For Nagasaki and San Francisco, per Anger Head, at 2.30 p.m. For Manila, per Emuy, at 4.30 p.m. For Hoihow, Pakhoi and Haiphong, per Hainan, at 5 p.m. For Hoihow and Pakhoi, per Ping-on at 5 p.m. For Pakhoi, per Greyhound, at 5 p.m.

MacEWEN FRICKEL & Co.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.

Crosse & Blackwell's, Celebrated Household Stores.
John Moir & Sons', Celebrated Household Stores.
American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES,
BUTTER, Danish & French, Philippe & Canaud's PATES &c.,
CHUTNIES & CURRY POWDER, TEYSSONEAU'S FRUITS in juice.
COFFEE, SUGAR, &c., &c.

Wines, Spirits, &c.

CUTLER PALMER & Co.'s "CARTE BLANCHE." HEIDSIC & Co.'s MONOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.
MUMM'S (JULES) CHAMPAGNE pts. and qts.
NEYEN'S (BODEN) BOUZY, pts. and qts.
EXTRA SEC. quarts.
Charles Heidsiecks's WHITE SEAL, pts. and qts. VEUVE CLIQUOT PONSARDIN, pts. and qts. Theophile Roederer & Co.'s VERZENAY MOUSSEUX, pts. and qts.
Krug's CHAMPAGNE, pts. and qts.

CUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints, and quarts.
ARAUZAN (Chateau), pints and quarts,
ERMITAGE LUDON, THIBŒUF (Chateau), pints and quarts.
CHATEAU LAROSE (Curcier & Adet's), pints and quarts.
CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints & quarts.
OLD INVALID CLARET.
St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.

Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Koninin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne
Marsala, Saccone's
Pale Dry White Seal Sherry, Yellow Seal Amontilado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.

1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s
Brandy, Rouyer Guillet & Co.'s Brandy, 1 to 4 stars. Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky; AVH Gin, Swaine Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curaçoa, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the Gallon.
Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.

Ærated Waters.

SODA WATER,
LEMONADE,
TONIC WATER,
SARSAPARILLA,
&c., &c., &c.

The Finest Stocks of
CIGARS, CAVITE CHEROOTS,
PRINCESA CHEROOTS,
PRINCESA CIGARS, AROCEROS,
VEGUEROS,
&c., &c.
"PERFECTION." All Specially Selected.
EMPRESS OF INDIA, and Best NAVY.
STATIONERY, BOOKS &c.

"Franklin Square" Library,
"Seaside" Library,
Harper's Half-hour Series,
French Novels,
Medical Works,
School Books,
Presentation Books,
Works of reference &c.
Stationery for Ladies and Office use.
Direct from the manufacturers the best and Cheapest in Hongkong.
Special orders in this line executed on very moderate terms.
Papers ruled to any pattern and stamped Plain, cameo or relief.
Dies engraved to order. Office requisites of every description.
Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware.
Cutlery, Crockery, and Glassware.
Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition.
Sailmaking and Rigging promptly executed.

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.

Half hour, ...10 cents.
Hour, ...20 „
Three hours, ...50 „
Six hours, ...70 „
Day of 12 hours, ... One Dollar.

To VICTORIA PEAK.
Single Trip.

Four Coolies, ...$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70
Return (direct or by Pok-foo-lum).
Four Coolies, ...$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.

Four Coolies, ...60 cents.
Three Coolies, ...50 „
Two Coolies, ...40 „
Return (direct or by Pok-foo-lum).
Four Coolies, ...$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

The return Fare embraces a trip of not more than *three* hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (12 hours) } Peak,...$0.75 each Coolie
Gap, ...$0.60 each Coolie

Licensed Bearers (each).

Hour, ...10 cents.
Half day, ...35 „
Day, ...50 „

BOAT AND COOLIE HIRE.
BOATS.

1st Class Cargo Boat of 800 or 900 piculs, per day, ...$3.00
1st Class Cargo Boat of 800 or 900 piculs, per Load, ...$2.00
2nd Class Cargo Boat of 600 piculs, per day, ...$2.50
2nd Class Cargo Boat of 600 piculs, per Load, ...$1.75
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per day, ...$1.50
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Load, ...$1.00
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Half day, ...$0.50

SAMPANS.

or Pullaway Boats, per day, ...$1.00
One Hour, ...$0.20
„ Half-an-hour $0.10
After 6 P.M., ...10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.
Scale of Hire for Street Coolies.

One Day 33 cents.
Half Day 20 „
Three Hours 10 „
One Hour 5 „
Half Hour 3 „

Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

ANGLO-CHINESE CALENDAR FOR 1881.
NEATLY PRINTED ON CARD BOARD.
PRICE:—10 cents.
DE SOUZA & Co.

FOR SALE.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen.—Price 50 cents.
DE SOUZA & Co.
Hongkong, 28th June, 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.
Apply to
DE SOUZA & Co.

FOR SALE.

A TABLE
Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.
PRICE:—20 cents.
DE SOUZA & Co.

To be Let.

TO LET,

Immediate Possession,
TOP FLOOR of No. 8, Queen's Road Central (above Mr. NOBLE'S).
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA.
215, Wanchai Club.
Hongkong, 7th September, 1881.

For Sale.

FOR SALE CHEAP.

A First Class PONY PHAETON by Lenny of Croydon.
Apply to
M. A.
The "Hongkong Telegraph" office.
Hongkong, 24th June, 1881.

FOR SALE.

AUSTRALIAN WINES, PORT AND SHERRY, of the finest quality; from Coolalta Vineyard, Braxton, Hunter River, N.S.W.
Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE CHEAP.

BOWLING ALLEYS.
WITH BALLS, PINS, &c., Complete.
The Alleys are 79 feet in length, and were laid down about a year ago at a cost of over $600. They have seldom been played on, and are in splendid condition.
Will be sold a bargain.
Apply to
R. FRASER-SMITH,
Club Chambers.
Hongkong, 1st July, 1881.

FOR SALE.

MERCHANTILE DIRECTORY of the World, in 3 volumes, comprising the Continental, Foreign and British Portions *Price.* $25.00

Select Phrases in the Canton Language 0.50
First Book of Reading Lessons: Part I 0.50
Part II 1.00
Dr. James Butler's Catechism 0.25
Topography of China 1.00
Guia do Christão 1.00
Grammatica Nacional de Aulete 0.75
Laws of Lawn Tennis 0.50
Manual da Historia Sagrada 0.40
Introducção a Lingua Ingleza, com um Diccionario de Vocabulos 0.60
Ball Room Guide 1.00
Grammatica da lingua Ingleza 0.50
Encyclopedia Elementar 1.00
Resoum daLingua Frauceza, Coordenados por J. F. de Gouvea 0.20
Os Dez Dias de S. Francisco Xavier ou devoção de Dez Sexta Feiras, offerecida aos devotos do Grande Apostolo do Oriente por J. F. Gouvea 0.20
Evidence of the Affinity of the Polynesians and American Indians with the Chinese and other nations of Asia 1.00

DE SOUZA & Co.
Hongkong, 15th June 1881.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,
AND
COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE
"HONGKONG TELEGRAPH" OFFICE.
Account Books ruled to any pattern.
Music bound in Elegant Style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES,
FOR THE YEAR 1882,
WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED
"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vade mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

$10 per page in Hongkong, and $12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong,
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellett's Island.

Vessels.	*Section*	*Date of Arrival.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Consignees.*
Steamers.						
Anger Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Avoca	2	Oct. 25	Hassall	British	904	P. & O. S. N. Co.
Cheang Hock Kian	1	Oct. 27	F. Webb	British	956	Bun Hin & Co.
Conquest	†	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Devonshire	4	Oct. 24	Pervis	British	1513	Russell & Co.
Emuy	3	Oct. 27	Antusar	Spanish	222	Remedios & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Gaelic	‡	Oct. 19	Kidley	British	1712	O. & O. S. S. Co.
Glenorchy	3	Oct. 29	Quartly	British	1775	Jardine, Matheson & Co.
Greyhound	3	Oct. 28	D. Scott	British	226	Adamson, Bell & Co.
Hainan	2	Oct. 27	J. Speechly	British	278	Afong & Co.
Himalaya	2	Oct. 27	Beedle	British	514	Tung Kee & Co.
Hongkong	1	Oct. 28	Kennett	British	67	K. Acheong & Sons.
Japan	*	Oct. 6	Gardner	British	1865	D. Sassoon, Sons & Co.
Kang-chi	3	Oct. 27	Marsden	Chinese	688	C. M. S. N. Co.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Kwangtung	3	Oct. 25	M. Young	British	674	D. Lapraik & Co.
Lido	2	Oct. 27	Puddicombe	British	630	Adamson, Bell & Co.
Malacca	3	Oct. 28	Weighell	British	1044	P. & O. S. N. Co.
Nelson	4	Oct. 28	Thom	British	897	Geo. R. Stevens & Co.
Ocean	2	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Ping-on	3	Oct. 28	McCaslin	British	574	Russell & Co.
Prinz Heinrich	2	Oct. 29	Hofmann	German	872	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun-on	2	Oct. 25	Plumenberg	Annamese	136	Shun Wo Yuen
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Vorwarts	3	Oct. 27	Marussig	Austrian	1816	Melchers & Co.
Yangtsze	*	Sept. 30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Brema	3	Oct. 23	Timpe	Ger. bark	360	Wieler & Co.
B. H. Sternken	2	Oct. 18	O. Meyer	Ger. brig	235	Melchers & Co.
Citadel	3	Oct. 19	Stewart	Br. 3-msch.	245	Kong Kee.
Clara	3	July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Ellen	3	Oct. 19	Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Esperance	3	Oct. 19	Normant	Fren. bark	272	Carlowitz & Co.
F. de Lesseps	4	Oct. 16	Matelot	Fren. bark	480	Carlowitz & Co.
Gustav	4	Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Haward	4	Oct. 28	Samuel Pray	Amer. bark	1033	Captain.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hindostan	**	Sept. 10	Belyea	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Curty	Amer. ship	797	D. Lapraik & Co.
Iceberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4	Oct. 17	D. W. Corning	Brit. ship	1391	Captain.
Marie Alfred	3	Oct. 19	Bregeon	Fren. bark	308	Chinese.
McNear	4	Oct. 21	Tayler	Amr. ship	1265	Captain.
Morning Star	3	—	Michaelsen	Siam. bark	570	Chinese.
Phœnix	1	Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Regulus	4	Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amr. schr.	81	W. H. Ray.
Souvenir	4	Oct. 16	Williams	Brit. bark	482	Captain.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amr. ship	875	D. Lapraik & Co.
Tartar	2	Oct. 22	Kaemena	Ger. brig	256	Melchers & Co.
Titan	5	Sept. 22	O. M. Norris	Amr. ship	1229	Geo R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Velocity	2	Oct. 23	R. Martin	Brit. bark	490	Pustau & Co.
Wagrien	2	Aug. 26	Dibbern	Ger. schr.	179	Captain.
Wega	5	Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4	Oct. 13	Hendersen	Am. lorcha	55	Captain.

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RIVER STEAMERS.

Vessels.	*Captain.*	*Flag.*	*Tons.*	*Owners or Agents.*
Ichang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H., C., & Macao Steam-boat Co.
Kiang-ping		Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H., C., & Macao Steam-boat Co.
Spark	Lefavour	British	140	H., C., & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H., C., & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Acheong & Sons.

Printed and Published by ROBERT FRASER-SMITH, at No. 15, Wellington Street, in the City of Victoria, Hongkong.